## Russia and India.

The discussions which arise from the progress Russian conquest in Central Asia forcibly lustrate the inconvenience of all domestic ntroversy on international questions. When omacy was conducted secretly by official sons only, there was, as at present, a risk of or; but governments and their agen's had great advantage of expressing an undivided ill. Newspapers and pampblets, while they sy often throw light on the subject of debate, pply information with indiscriminate liberalto both parties slike. The veiled menaces a Foreiga Secretary or of an Ambassador duce but little effect when the supposed one of public opinion have admitted the possibility or mutility of resistance. In the affect of judgment foreign statesmen naturally cept the statements and arguments which t their own policy best. The Emperor and many wholesome warnings in the English one or two journals, that the influence of England, he plunged his country into a disastrous war. The advisors of his successors will probably place a similar interpretation on ager and exaggerated professions of indiger-nce to Russian victories in Turkestan. Osten-ations deflerence to the United States has led, list, to the unlucky Alabama Treaty, and then, a forturate censequence, to the remani of American Senate to rathly the result of Mr. bylon-ly inencers affectation of confidence in when there is no reason for dwelling on the subject except a well lounded belief that peace assia will tend to the same manner to encouage presumption, and possibly to facilitate agaresticn. It is nightly probable that Sir John is likely to be disturbed .- London Speciator. Lawrence may have judged rightly in mainprevalent opinion of Angla-Indian politiclaps; but while stient inaction may sometimes e imporing, loud pro essions of neutrality and of peaceful intentions are generally undiguted, and often improduct. Declarations that the vicinity of Russia to the Indian frontier is not slarming are so obviously untrue that follows:they suggest an opposite interpretation. The lous ostrich never thrust its head into the sand until it was in imminent danger from its pursuers. It is abourd to suppose that Russian statesmen or generals will be deterred from prosecuing their designs by fulsome assurances of perfect reliance on their friendly moderation.

admissions of the existence of danger. It is perfectly true that the approach of Busian forces to the Indus and the Himalayah has hitherto furnished no legitimate cause of offense. It would have been incalculably more convenient to the English Government that a barrier should be interposed between two rival empires; but it can scarcely be pretended that England or India has a vested interest in the barbarism of Central Asia. The civilization which is diffused by Russian soldiers may not be of a high order, but the most flagrant abuses of Russian administration might be beneficially be of a bigh order, but the most flagrant abuses of Russian administration might be beneacially substituted for the social and political system of Turkestan. If Mr. Vanibery, who is assuredly not a partisan of Russia, may be trusted, the labsbitants of Bolshara are morally the worst people to be found on the earth. The semi-brutal African savages of Spake and Baker may be equally vicious in their propensities, but they are far inferior in capacity to the race which formerly produced the conquerors of India, of China, and of Eastern Europe. The comparatively pure religion of Mahomet has conformed itself, like other creeds, to the disposition of its professors; and its precepts of charity and plety fessors; and its precepts of charity and plety offer no impediment, in Bokhara and the neighboring regions, to ferocious cruelty and aban-doned profligacy. In such a country even an orthodox Cossack, accustomed to be the instrument of a regular government, may perhaps be a beneficent missionary; nor would the Indian Government, which has prudently abstained from attempting the reformation of Central Asia, be justified in protesting against the accomplishment of the task by a formidable rival. When it has suited the policy of Russia to be on good terms with England, assurances have been represented to given that the francter of have been repeatedly given that the frontier of the empire would not be further advanced in a southeasterly direction; but excuses or prejexts for extension of territory are never wanting in the neighborhood of warlike and unsettled tribes. A commander on the border sends a flying column to exact satisfaction for the plundarian der of a travelling merchant; and soon afterwards he finds it necessary to erect a fort that he may secure supplies and remorcements for his detachments. After a time the fort is be-sleged or threatened, and it must be protected sicged or threatened, and it must be protected by the acquisition of the adjacent district; and finally a general war ends in the american of two or three provinces to the territory of the conqueror. One of the many processes by which the Indian Empire attained its present dimensions was exactly similar. In each special quarret the Ameer or the Khan is as likely to be in the wrong as the Russian commander. In the con-quered districts, roads made for military pur-poses serve commercial wants, and Russian pores serve commercial wants, and Russian and native traders acquire a certain amount of security for life and property. Although the patriotic and religious sentiments which some imes survive all other virtues are shocked by the triumph of the foreign infidel, the greatest happiness of the greatest number of inhabitants may possibly be promoted by trans erence from indigeneous misrule to Russian uniformity and

If the time has not yet come for counteracting their possible projects, it would be expedient to

say as little as possible when nothing is to be done. If it is true that Sr John Lawrence at last resolved on subsidizing the Adghan Government, he counded the reasons of his change.

or modification of his policy only to his official

visers and superiors. Loud disclaimers of anxiety convert subsequent precautions into

dient to co-operate even with a Turkestan cLieftain, but no sympathy can be felt for the murderers of Stoddart and Conolly. The possible collision between England and cavil litigation rather than to a criminal prose dution, as it will result, not from the infliction of sufference of wrong, but from a conflict of interests. A native government of a united India, disposing even of haif the resources which are at the command of the Vicecoy, night regard with indifference any force which ould threaten its northern frontier. The vicicould threaten its northern frontier. The vicility of a European power is only dangerous because it might encourage disaffection to an allen government. The Russian generals have taken a part in the late civil disturbances of fighanistan, where Russian agents had been jusy more than a quarter of a century ago in former times it was only by the interment could hope to acquire a footing in Afghanistan; and it was to obviate this comparatively remote danger that Lord Auckland's paratively remote danger that Lord Auckland's unfortunate war was undertaken, and that Herat has been protected by diplomacy and by unfortunate; war was undertaken, and that Herat has been protected by diplomacy and by arms against Persian ambition. Recent victories have placed Herat almost between Russian and Persian territories, and a comparatively short distance separates the Russian outposts from the Vailey of the Indus. The more cast-cry conquests may be regarded with less jealousy, insumuch as they are separated from India by a great mountain range, penetrated only by passes which are difficult and defensible, although they have in former times been traversed by more than one Asiatic conqueror. It is from the Northwest that a hand might be held out to Indian insurgants, and that an auxishiary invasion might be directed against the Punjab. Some military critics, indeed, hold that the danger has been but slightly increased by the conquest of Bokhara, because the natural course of Russian aggression would, according to their opinion, he through Persian territory from the southern shore of the Caspian: but the better authority seems to be on the side of the more recent alarmists; and it is not impossible that he moment it appears that Shere Ali has reunited the possessions of Dost Mahommed; but in that distracted country a pretender may at any time make himself master of Herat or of Capashar; and it is not impossible that he might throw himself on Russian protection. The most pacific of Indian politicians agree that the occupation of Herat by Russia would be as legitimate a cause of war as the seizure of the basis of our national greatness. It is clear that our material greatness is meant;

order. Circumstances might render it expe-

Peshawur or Mooltau. With such a contingency in prospect, it is idle to assert that the in erest of Russia and England in Asia are identical. It is impossible to an . w whether Russia con-templates the future acquisition of the whole or part of Irdia, and it is enough to be aware that hostile proceedings on the Irdian frontier might not improbably be caused by European complications. Within a few weeks English diplonacy has once more ended in baffling the designs of Russia aga not Turkey, which will be resumed on the best favorable opportunity. designs of Russia against Turkey, which will be resumed on the brst favorable opportunity. The experience of the Crimeau war showed that Russia was assailable by a power possessing naritime superiority, while it possessed no means of relation on a distant enemy. In the event of a future quarrel, a blockade of the control of the contro Cronstadt or o fo lessa might be answered by a march upon the frontier towns of Affghantian. Any Russian force, indeed, which could be employed on the Indus would be easily outnumbered and defeated, if the Indian Government were at eisure to occupy itself exclusively with repelling invasion. There is every reason to believe that internal disturbances might be simultaneously repressed; but it is useless to deny the probability of novel risks and embarra sments. In India, if not in Europe, the era of periect non-intervention and of indifference to foreign him out. policy is still remote: nor, mosed, is it likely that the modern doctrine will be heartily adopted by any Government which has an army to dispose of. It is desirable, if it is practica-ble, to avert a collision as long as possible, by some amicable understanding with Russia; but s compact on a single point of difference with a litigant who has other disputed claims in re-serve is scarcely likely to produce a lasting settlement. The most unproficable of all devices is to assert clamorously that there is peace

#### Matthew Arnold's New Work. The London Athenœum reviews Matthew Arnold's new work, "Culture and Anarchy," as

"Myself and my Countrymen" would be a more fitting title for this book. Culture is, of course, synonymous with Mr. Matthew Acnold, while anarchy includes the rest of England. People who labor for the disestable-hment of the Irish Church, when there is some chance of effecting their object, who advocate marriage with a deceased wife's sister because the chief argument against it seems to be unsound, wno try to bring about by degrees many reforms which could not be carried at once without a revolution, are clearly in the gall of bitterness and in the bond of inquity. Those only are to be commended who look in everything to sweetness and light, who are in contact with the main stream of human life, who let their thought and consciousness play freely and naturally upon every subject, who try to put right reason or their best self into the action of the State, and to whom nothing has significance unless it affects the best reason and spirit of Unfortunately there is only one person who comes up to his ideal-and that person is Mr. Matthew Arnold. We must depose all our present leaders of thought and action in his lavor. It is clear that no statesman of either party can presume to vie with him. The Con-servative Home Secretary did not repress Murphy. The Liberal Chancellor of the Exchequer is devoted to the middle classes. The Laberal party generally supports small measures on the real property of intestates. Mr. Bright praises America, although it is clear from what M. Renan says that America does not deserve praise. Mr. Gladstone, instead of proposing a measure which "culture" could have approved, waited to trip up Mr. Disraeli if he proposed it. It is clear that none of these men can have any significance for our best reason and soirit, What, then, is left to us? Nothing but the consolation of knowing that Mr. Matthe Ac-nold watches over our destinies, and that if we listen to his teaching we may gradually rise in the bondage which shuts in the children of wrath and anarchy into the glorious liberty of the children of culture.

The prospect is cheering indeed, but we are afraid it will not attract many. Most of us are

too bardened. We are unable to see that an institution which we think bad must really be good or cause institutions of the kind give us We begin to distrust Mr. Matthew Arnoid's phrases when we find that they either mean nothing at all, or are merely novel forms of political platitudes. After listening with some interest to denunciations of our faith in machinery, we are somewhat surprised to hear that England has no idea of "the State—the nation in its collective and corporate coaracter, intrusted with stringent powers for the general advantage, and controlling individual wills in the name of an interest wider than that of individuals." Could we have a better definition of machinery? And yet when we have got this State as a corrective to the excess of indi-vidualism, Mr. Mathew Arnold tells us that we sie to vivify the State by an essentially individual process, that of "putting into the action of the State as much as possible of right reason, or our best self." We do not enter into the question whether these projects are practicable. Possibly we may not understand them in the sense which they bear to Mr. Matthew Arbold's mind. But it seems to us that if they mean anything, they describe a very familiar part of the Liberal policy. It is true the Liberals do not generally talk about sweetness and light, for the very good reason that sweetness and light are wholly indefinite. And we have no doubt that Mr. Matthew Arbold would not only have more influence, but would do himself more justice, if he did not talk of them quite so often. In his present book he seems to have fallen a victim to his love of phrase-making. Instead of explaining his views—we might almost say instead of understanding them—he adopts some forced classification, and refers everything to it. Hebraism, and Hellenism are the last new things he he has brought out. Having once hit on any such expression, he rides it to death. Starting from a proposition which is not very intelligible, he that to harp upon it constantly for fear it should be forgotten. The result is that his style seems to be losing that clearness for which it was once conspicuous. Many pages of this book appear to be written by a dandy Carlyle. There is an intellectual coxcombry pervading the whole, and giving it the air of a windbag floating along the main stream of human life, professing to be filled with the best reason and spirit of man, and labelled Sweetness and Light. Two or three of the side hits by which Mr. Matthew Arnold illustrates his position justify this simile. Speaking of the Pilgrim Fathers, he says:—"Notwithstanding the mighty results of their voyage, they and their standard of perfection are rightly judged when we figure to ourselves Shakespeare or Virgil—souls in whom sweetness and light, and all that in human pature is most humane, were eminent-accompanying them on their voyage, and think what intolerable company Shakespeare and Virgil would have found them,"
Then, the Cornell University, in which Mr.
Goldwin Smith has accepted a chair, "seems
to rest on a provincial misconception of what

# WIRE CUARDS

Patent Wire Bailing, Iron Bedsteads, Ornamental Wire Work, Paper-makers' Wires, and every variety of Wire Work, manufactured by M. WALKER & SONS,

our prosperity, the power of employing so many hands, or finding food for so many mouths, of exercising a direct and palpable judicence on the nations around us. Such greatness may be contemptible in the eyes of culture, and it may seem unworthy of the name when it is compared with spiritual greamess. But that is another question. Mr. Matthew Arnold might as well say that gas cannot be the source of light, because it is not associated with sweetness. It the same way his attack on the Beal Estate Intestancy bill appears to us wide of the mark. Such a measure has generally a definite and immediate object, and the first thing is, whether that will be attained. There are, no doubt, ulterior sims, some of them more car-tain than others. But in that direction the measure is nothing more than a lealer. Mr. Matthew Arnold thinks that all these cuis Matthew Arnold thinks that all these ends would be reached at once by his letting his thought and consciousness play freely and naturally upon the operation and the stock notion at the bottom of it. By all means let bim try. All we say is that others are trying as well. It is possible that some may not be contented with the limits which are thus prescribed for them, and may wish to let their thought and consciousness play freely upon Mr. Matthew Arnoid. We hope it will not put

### GOVERNMENT SALES.

ST. LOUIS ARSENAL, ST. LOUIS, MO., FEBRUARY 23 1869. PUBLIC SALE OF CONDEMNED ORD-NANCE AND ORDNANCE STORES.—WIII be offered for saie, at public auction, at the St. Louis Arsenal, St. Louis, Mo., commencing on MONDAY, the 12th day of April, 1869, at 10 o'clock A. M., a large amount of condemned Ordnance and Ordnance Stores, etc., consisting in part of the following articles, viz.:—
51 cast iron field guns, with carriages and

implements. 199 cast fron guns, various, total weight about 530 (ons. 480 tons cannon balls, 6 to 42 pounds. 80 artillery carriages, various, 600 sets artillery wheel harness, for two

horses. 1,300 sporting rifles and shot guns, various 10,238 carbines and rifles, various, 14,411 sabres and swords, various. 123 000 cartridge boxes, various. 15 000 cavairy saddles, various, 3,000 artillery saddles, various. 23 190 curb bridles, various.

10 000 watering bridles, various.

10 000 watering bridles, various.
15,000 naiters, various.
14,480 leather traces, various,
401,985 pounds of cannon powder.
828 450 pounds of mortar powder.
777,680 pounds of musket powder.
18 200 pounds of fifte powder.
189,840 pounds of damaged powder.
90,834,000 musket and pistol percussion caps.
Wrought and cast iron scrap, etc. etc.
Persons desiring catalogues of the storesto be sold can obtain them by application to the Chief of Ordnauce, at Washington, D. C; of Brevet Colonel S. Crispin, U. S. A., purchasing sgent, corner of Houston and Greene streets, New York, or upon application at this arsenal.
F. D. CALLENDER,
Lieut.-Col. of Ord. and Bt. Brig.-Gen. U. S. A.,
Commanding.

O VERNMENT SALE.
Will be sold at Public Auction, by H. B.
SMITHSON, Auctioneer, at Allegbeny Arsenai,
Pittsburg, Pa., commencing at 10 ciclock A. M.,
Wednesday, March 24, 1889, the following arti-OVERNMENT SALE Cast Iron Cannon.

28 Cast Iron Cannon. 16,394 Solid Shot (round). 2,829 Stands of Grape and Carcasses. 3.827 Carbines, new repaired, rusty, etc. 3,127 U. S. Rifles, Cal. 54 and 58, repaired,

rusty, etc.
4.377 Enfield Muskets, repaired.
4.319 Foreign Muskets and Rifles, rusty, etc.
3.130 U. S. Muskets, Cal. 69, rusty, etc.
2.279 Pistols and Revolvers, new, repaired, and rusty. 4,000 Sets of Infantry Accourrements (old). 33,182 Pounds of Cannon, Musket, and Hifle

Powder. 190,000 Pistol Cartridges (Lefaucheux & Wes-50n's). 1,300,000 Maynard's and Sharp's Primers.

1,300,000 Maynard's and Sharp's Frimers.
6,282 Musket Bayonets.
130,000 Pounds of Scrap Iron, Cast and
Wrought.
A lot of Appendages and parts of Muskets.
A lot of Tools for Blacksmiths, Carpenters,
etc. etc.
A lot of Packing Boxes, etc.
Catalogues of the above can be obtained on application to the undersigned.

Furchasers will be required to remove the property within ten days after the sale.

R. H. K. WHITELEY, Byt. Brig.-Gen. U. S. A.

PUBLIC SALE OF CONDEMNED ORD-DUBLIC SALE OF CONDEMNED ORDnance Stores.

A larke quantity of Condemned Ordnance and Ordnance Stores will be offered for sale at Public Audtion, at BOCK ISLAND ARSENAL, Illinois, on
WEDNESDAY, April 7, 1869, at 10 o'clock A. M.
The following comprises some of the principal articles to be at id, viz:—

22 Iron Cannon, various calibres,
1100 Fleid Carriagra and Limbers,
1100 Fleid Carriagra and Limbers,
1100 sets of Infantry Accountements,
2200 McCiellon Saddles,
700 artillery Baddles,
700 Artillery Baddles,
600 6 Watering Bridles,
600 6 Watering Bridles,

700 Saddle Blanketa,
60:6 Watering Bridles.
20:0 Cavalry Curb Bridles.
22:00 Antillery 7 races and Hames.
Persons wishing catalogues of the Stores to be sold
can obtain them by application to the Chief of Ordmarce, at Washington, D. C., or Brevet Colonel S.,
CBISPIN, United States Army, Purchasing Officer
corner of BOUSTON and GREEN Streets, New York
city, or upon application at this Arsenal.
T. J. RODMAN,
Lieutenant-Colonel Ordnance,
Brevet Brigadler-General U. S. A.,
Commanding.

Bock I land Arsenal, January 25, 1869.
1 30 tA7

## RAILROAD LINES.

On and after MONDAY, October 5, 1888, Trains will leave as follows:

Leave Philadelphia from the Depot, THIRTYFIRST and CHESENUT Streets, 7:45 A. M., 11 A. M.,
2 80 P. M., 4:16 P. M., 4:50 P. M., 5:16 and 11:30 P. M.

Leave West Chester for Philadelphia, from Deport on East Market street at 6:25 A. M., 7:45 A. M., 8:00 A.,
M., 10:45 A. M., 1:55 P. M., 4:50 P. M., and 6:35 P. M.,

Trains leave West Chester at 8:00 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and E. C. Junction, going East, will take the train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction. Inncion.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut Street cara. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia at 8:30 A. M., and 2:00 P. M.
Leave West Chester at 7:55 A. M. and 4:00 P. M.
Trains leaving Philadelphia at 7:45 A. M. and 4:50 P. M., and leaving West Chester at 8:00 A. M. and 4:50 P. M., and leaving West Chester at 8:00 A. M. and 4:50 P. M., connect at B. O. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

4:103 HENRY WOOD. General Sun's.

PHILADELPHIA AND ERIE BAILROAD.—
DIRECT BOUTE BETWEEN PHILADELPHIA,
BAILTIMORE, HARRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYL-VANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, November 23, 1868, trains on the Philadelphia and Eric Railroad ron as fellows:— OB and anterproperty of the property of the pr

FOR STORE FRONTS, ASYLUMS, FACTO-RIES, ETC.

No. 11 N. SIXTH, Street,

## RAILROAD LINES.

M. for Florence, Regewater, Riversice, Riverson, Palmyra, and Fish House, and 2 P. for Florence and Riverson and Riverson

Riverton.

The 1 and 11-30 P. M. Lines leave from Market
Street Ferry (upper side.)

At 11 A. M., via Kensington Depor.

At 11 A. M. via Kensington and Jersey City, New
York Express Line, Fare 23.

At 730 and 11 A. M. 230, 3 30, and 5 P. M. for Trenton
and Bristol. And at 10-15 A. M for Bristol.

At 730 and 11 A. M. 2 30, and 6 P. M. for Morrisyflie
and Tullytown.

At 7:30 and 11 A. M. 2:30, and 5 P. M. for Morrayfile and Tulytown.

At 7:30 and 10:15 A. M. and 2:30, and 5 P. M. for Morrayfile and Tulytown.

At 7:30 and 10:15 A. M. and 2:30, and 5 P. M. for Schenes 's and Endington.

At 7:30 and 10:15 A. M. 2:30, 4, 5, and 6 P. M. for Cornwell's, Terresonie, Holmesburg, Tacony, Wissinoning, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations,

FROM WISST : HILADELIPHIA DEPOT,

Via Connecting Railway.

At 9:46 A. M. 7:20, 4, 6:30, and 12 P. M. New York Express Lines, via Jersey City; Fare, \$2:5.

At 11:30 P. M. Emigrant Lines Fare, \$2.

At 9:46 A. M., 1:20, 4, 6:30, and 12 P. M., for Brastol.

At 12 P. M. (Night), for Morrayfile Tullytown, Scheneck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:46 A. M., 6:30 and 12 P. M. Lines will rundally, All others, Sundays excepted.

For Lines leaving Kensington depot take the cars on Third or Fifth streets, at Chesnut, 30 minutes Defore departure. The cars of Market Street hall way run direct to West Philadelphia hepot. Obsenut and Walnut within one square, On Sundays the Market Street cars will run to connect with the 9:45 A. M., 6:38 and 12 P. M. Lines.

BELYLDERE De La WARE RAILBOAD LINES, FROM M. Ior Niagara Fails, Buffalo, Dunkirk.

At 7:30 A. M. for Niegara Fails, Buffaio, Dunkirk, Eimira, Ithaca, Owego, sochester, Binghamton, Os-wego, Syracuse, Great Bond, Montrose, Wilkesbaire, Scranton, Strondsburg, Water Gap, Schooley's Monn-lab. etc. At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 8:30 P M. Line connects direct with the Train leaving Easton for Mauch Chunk, Alientown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate Stations PENBERTON AND HIGHTSTOWN BAIL

PERSECTON AND HIGHTSTOWN RAILLOADS,
FROM MARKET STREET FERRY, (Upper Side,)
A17 and 10 A. M., 1'30, 8'30, and 5'30 P. M., for Merchantsville, Moorestown, Hartford, Masonville,
Hainsport, Hount Holly, omithville, Ewansville,
Vincentows, Birmingham, and Pemberton,
A17 A. M., 1'30 and 3'30 P. M., for Lewistow
Wrightstown, Cookstown, New Egypt, Hornerstown,
Cream Bldge, Imiajstown, Sharon, and Hightstown
11 16
WILLIAM H. GATZMER, Agent,

DENNSYLVANIA CENTRAL BAILROAD PALL TIME, TAKING REFECT NOV. 22, 1868.
The trains of the Fennsylvania Central Railroad eave the Depot, at Phility-ribst and Mark Sistreets, which is reached directly by the Market streets which is accounted by the Market streets that you have the least car connecting with each train eaving Front and Market streets thairly minutes before its departure. The Chesnut and Wainut Streets cars run within one square of the Depot.

Siceping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will can be raid deliver baggage at the depot. Orders left at No. 301 Chesnut street, or No. 116 Market street, will receive attention. receive attention. LEAVE DEPOT. VIZ:-

receive attention.

TRAINS LEAVE DEPOT. VIZ:

Mail Train.

Paoil Accommodation, 10 30 A. M., 1'10, and 9'40 P. M.

Fast Line.

Li 50 A. M.

Harrisourg Accommodation.

240 P. M.

Laveaster Accommodation.

5'50 P. M. Philisocliphia Express leaves and the street surface of the Western Accommodation Train runs daily, except sunday. For this train tickets must be procept sunday. For this train tickets must be procept sunday. For this train tickets must be processed and bagaage delivered by 5 to P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

TRAINS ARRIVE AT DEPOT, VIZ.:—

210 A. M. S10 A. M. | TRAINS ASSISTED | Company | Compan

Erie Express... Day Express... 

PHILADELPHIA, GERMANTOWN, AND

TIME TABLE.
FOR GERMANTOWN.
Leave Philade, phia ac 6, 7, 8, 9 05, 10, 11, 12 A, M.,
1, 2, 3 15, 83, 4 6, 55, c 10, 7, 8, 9, 10, 11, 12 P, M.
Leave Germantown at 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A,
M., 1, 2, 3, 4, 43, 5 65, 7, 8, 9, 10, 11 P, M.
The 5 20 down train, and 3% and 5% up trains, will
not stop on the Germantown Branch. ON SUNDAYS.

Leave Philadelphia at 9 15 A. M., 2, 7, and 10% P. M.

Leave Germaniown at 8 15 A. M., 1, 6, and 9% P. M.

CHESTNUT HILL RAILBOAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Chestnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 8-40, 5-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.

Leave Phuadelphia at 9 15 A., 2 and 7 P. M.

Leave Chestnut Hill at 7 50 A. M., 12 40, 5 40, and 9 25
P. M. FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia at 6, 75, 9, and 11 05 A, M., 114, 8, 45, 55 64, 8 05, and 115 F. M. Leave Norristown at 540, 7, 7 80, 9, and 11 A, M., 114, 8, 45, 55, and 8% P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M.: 2½ and 7½ P. M.

Leave Norristown at 7 A. M.; 3½ and 9 P. M.

FOR MANAYUNE.

Leave Philadelphia at 6, 7½, 9, and 11°05 A, M.; 1½, 8, 4½, 5½, 6½, 8 vb, and 11½ P. M.

Leave Manayunk at 6°10, 7½, 8°20, 9½, and 11½ A. M.

2, 8½, 6, 6½, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia at 5 A. M.; 2½ and 7½ P. M.

Leave Manayunk at 7½ A. M.; 6 and 9½ P. M.

W. S. WILSON, General Superintendent.

Depot, Ninth and Green streets.

ORTH PENNSYLVANIA BAILEOAD,—
FOR BETHLEHES, DOYLESTOWN, MAUCH
CHUNK, EASTON, WILLIAMSPORT, WILKESBARKE, MAHANGY CITY, MOUNT CARMEL,
PITTSTON, TUNKHANNOCK, AND SCRANTON,
WINTER ARRANGEMENTS,
PASSENGER TRAINS leave the Depot, corner of BERKS
and AMARICAN Streets, daily (Sundays excepted),
as follows: and Ank Hold Screen, the State of Sethiehem, Alientown, Mauch (huns, Hazieton, Williamsport, Wilkesbarre, Mahanoy City, Pitaton, and Tunkbannock. 945 A. M. (Express) for Bethlehem, Easton, Allentown, Manch Chunk, Wilkesbarre, Pittaton, and town, Manch Chunk, Wilkesparre, Pittston, and Scranton.

At 145 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.

At 546 P. M. for Bethlehem, Easton, Allentown and Mauch Chunk.

For Doylestown at 845 A. M., 245 and 415 P. M., For Fort Washington at 1045 A. M. and 1130 P. M., For Lansdale at 620 P. M.

Pitth and bixth streets, Second and Third streets, and Union City Passenger Railways run to the new Denot.

and Union City Passenger Railways run to the new Dept.

TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 9 10 A. M., 2 10, 5 25, and 8 20 P. M.

From Doylestown at 8 25 A. M., 4 55 and 7 P. M.

From Lausdale at 7 20 A. M., 4 55 and 7 P. M.

From Fort Washington at 10 46 A. M. and 3 10 P. M.

ON SUNDAYS,

Philadelphia for Bethlehem at 9 30 A. M.

Philadelphia for Doylestown at 2 P. M.

Doylestown for Philadelphia at 7 A. M.

Bethlehem for Philadelphia at 4 P. M.

Ticketa sold and Baggage checked through at Mann's Rorth Pennsylvania Baggage Express Office, No. 1658. FIFTH street.

PENNSYLVANIA HOSPITAL.—
PHILADRIPHIA, Becember 29, 1868.

The attending Managers are:—
Wistar Morris, No. 200 S Third street.

8. Morris Wain, No. 128 S. Delaware avenue.
Attending Physician—J. M. Da Costa, M. D., No. 1005 Spruce street.
Attending Surgeons—William Hunt, M. D., No. 1300
Spruce street.
Thomas George Morton, M. D., No. 1421 Chesnus street. Thomas deorge

Street.

The Physician and Surgeons attend at the Hospital every day (Sundays excepted) to receive applications for admission.

Persons seriously injured by accident are always admitted if brought to the Hospital immediately bereatter.

## RAILROAD LINES.

DEADING RAILROAD,-GREAT TRUNK LIVE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA. THE SCHUYL-EILL. SUBQUEHANNA. SUMBERLAND, AND WYOMING VALLEYS.

NORTH, NORTHWEST, AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS, December 14, 1868.

Leaving the Company's Depot at Thirteenth and Callowhill Screets, Philadelphia, at the following hours:

At 7:30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Reading at 6'85 P. M.; arrives in Philisdelphia at 5'55 P. M.

MORNING EXPRESS.

At 8-15 A. M. for R. ading, Lebanon, Harrisburg, Pottsville Pine Grove, Famaqua, Sanbury, Williamsport, Emira, suchester, Niagara Fails, Buffaio, Wilkesbarre, Pitt. ton, York, Carlisle, Chambersburg, Hagericon, etc. Wilkesparie, Pitt. ton, York, Carliele, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pendsylvania Railroad trains for Allentown. etc., and the 815 A. M. train connects with the Leladon Valley train for Harrisburg, etc.; at PORT CLIC TON with Catawiesa Railroad trains for Williamsport, Lock Baven, Elmira etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3 30 P. M. for Reading.
Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 646 A. M., scopping at intermediate stations; arrives in Polladelphia at 9 10 A. M., Seturning, leaves Philadelphia at 6 P. M.; arrives in Pottstown at 6 15 P. M.

Pottstown at 6:15 P. M.

READING ACCOMMODATION.

Leaves Reading at 7:30 A M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M., Returning, leaves Politadelphia at 10:20 A. M., Returning, leaves Politadelphia at 4:45 P. M., arrives in Resading at 7:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:46 A. M., arriving in Philadelphia at 1: P. M., Afternoon trains leave Harrisburg at 2:05 P. M., and Pottsville at 2:45 P. M., arriving at rbinadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon A commodation south at 6:35 P. M. arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Pottsville and a 1 way stations: leaves Pottsville at 7:30 A. M. for Palladelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottaville at 3 A. M., and Phisacelphia at 815 P. M. Leaves Philadelphia for Reading at 8 A. M. Returning from Reading at 425 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points to ke the 7-30 A. M., 12-30, and 4 P. M. trains rom Philadlephia. Returning from Downlagtown at 6-30 A. M., 12-45 and 5-15 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., and 4 P.
M. trains from Philadelphia, returning from Skippack at 8:10 A. M. and 12 48 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1 05 A. M., and 1 50 and 10 19 P. M., and connecting at Harris urg with Pennsylvania and Northern Central Hallroad Express trains for Pittaburg, Uhicago, Williamsport, Eimira, Baitimore etc. Pittaburg, Chicago, Williamsport, Eimira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Fennsylvania Express from Pittaburg at 550 and 556 A. M., and 10 56 P. M., passing Reading at 544 and 7-31 A. M., and 12'50 P. M., and arriving at New York at 11 A. M. and 12'50 and 5 P. M., sleeping cars accompany these transit through between Jersey City and Pittaburg without change.

A Mail Train for New York leaves Harrisburg at 8'10 A. M. and 2'05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLR'LL VALLEY RAILROAD. Trains leave Potaville at 6.45 and 11.50 A. M., 6.4 P. M., returning from Tamaqua at 8.35 A. M., 2.15 and 4.35 r. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 7:55 A. M. for Pinegrove and Tremont. Returning from Harrisburg at 2:9 P. M., and from Tremont at 7:40 A. M. and 5:35 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading. and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, keeding and Pottstown Accommodation Trains, at reduces races.

Excursion Tickets to Philadelphia, good for one day only, are sold at Keading and intermediate stations by Resding and Pottstown Accommodation Trains at reduced rates.

The innowing tickets are obtainable only at the The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicaolis, General Superintendent, Reading.

OOMMUTATION TICKETS.
At 25 per cent, discount, between any points desired, for families and firms.

Good for 2000 miles, between all points, at \$52.50 each for lamines and firms. SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to an points at reduced rates. CLERGYMEN

Residing on the line of the road will be furnished with caron entiting themselves and wives to tickets at hair fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced lares, to be had only at the Ticket Office, at Thirteenth and

FREIGHT.
Goods of all descriptions forwarded to all the above
points from the Company's new freight deput, Broad
and Willow strests.

FREIGHT TRAINS

Leave Philadelphia daily at 4 35 A. M., 12 30 noon, 3 and 6 P. M., 10r Reading, Leoanon, Harrisburg, Pottsyllie, Port Clinton, and all points beyond.

Mails
Close at the Philadelphia Post Office for all places on the read and its branches at 5 ± M., and for the principal stations only at 2.15 P M.

BAGGAGE.

Dungan's Express will collect daggage for all trains leaving Philadelphia Depot. Orders can be left at No. 228 S Fourtn street, or at the Depot, Thirteenth and Callowhill streets.

And Callowhii strees.

DHILADELPHIA, WILMINGTON, AND

Baltimore Railroad, Time Table,

Con mencing Monday, November 2, 1868.—Trains
will leave Depot corner Broad street and Washington avenue, as follows:

Way Mail Train at 850 A. M. (Sundays excepted),
for Baltimore stopping at all regular stations. Connecolog with Delaware Railroad at Wilmington for
Crish, and minimediate stations.

Express Train at 12 M. (Sundays excepted) for
Baltimore and Washington, suppring at Wilmington,
Perryville, and Havre-ce-Grace, Connects at Wilmington with train for New Cattle.

Express Train at 400 P. M. (Sundays excepted) for
Baltimore and Washington, suppring at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Unsae's, and Steenmer's
Ron.

Bight Express at 11:30 P. M. (Daily) for Baltimore
and Washington, stopping at Chester, Thurlow, Linwood, Ulaymont, Wilmington, Newark, Eikton,
North-East, Perryville, and Havre de Grace,
Passengers for Fourress Monroe and Norfolk will
take the 12:00 M. train.

WILMINGTON IRAINS,
Stopping at all stations between Philadelphia and
Wilmington,
Leave Philadelphia at 11:00 a. M., 2:30, 8:30, and
7:00 P. M. The 5:00 P. M. Train connects with Delaware Rainroad for Harrington and intermediate
stations.

Leave Wilmington 7:00 and 8:10 A. M., 1:30, 4:15, and
Leave Wilmington 7:00 and 8:10 A. M., 1:30, 4:15, and

ware Railroad for Harrington and intermediate stations.

Leave Wilmington 700 and 8 to A. M., 136, 4 to, and 250 P. M. The 8 to A. M. Train will not stop between Chester and Philadelphia. The 700 P. A. Train from Wilmington runs daily; all other Accommodation Trains sundays excepted.

From Battimore to Philadelphia.—Leave Battimore 725 A. M., Way Mail. 935 A. M., Express. 225 P. M., Express. 725 P. M., Express. FUNDAY TRAIN SROM BALTIMORE.

Leaves Battimore at 725 P. M., stoppling at Magnolia, Petryman's, Aberdeen, havre de-Grace, Perryville, Charlestown, North Essi, Elkton, Newark, Sianton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and southwest may be procured at ticket onice, No. 525 Cheanut street, under Continental Hotel, where also State Rooms and Bertins in escepting dars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

TY E ST JERSEY RAILROADS.—

WEST JEBSEY RAILROADS.

FALL AND WINTER ARRANGEMENT.

From Sot of MARKET Street (Upper Ferry).

Commencing WEDNESDAY, Beptember 18, 1888.

TRAINS LEAVE AS FOLLOWS.

For Cape May and stations below Miliville, Fill P. M.

For Miliville, Vinciand, and intermediate stations 8:15 A. M. 8:15 P. M.

For Bridgeton, Salem, and way stations 8:15 A. M.

For Woodbury at 8:15 A. M. 5:18, 5:30, and 6:00 P. M.

Freight train leaves Camden daily at 13 o'clock noon.

Freight received at second covered whasfasiq Walnut street, daily.

Freight Delivered So. 228 South Delawareaven William Delawareaven William J. SEWELL.

Separintendent.

## AUCTION SALES

M. E. FOURTH STREET, NOS. 139 AND 161 BALE OF REAL ESTATE AND STOCKS.

March is, as 12 o'clock noon, at the railsocriphia
Exchange, will include.

Exchange, will include.

LEHIGH ROLLING MILL, and about 4 Acres.
Buildings, Machinery, Steam Engines, etc., OITY off
ALLENTOWN, PA.

TWELFTH Street, between Ogden and Myrtle—
Two Brick Buildings and Lot.

OAKLAND WOAB, 25, inside from Oakland Station.—Parm. 46 Acres. NINETREATH and THOMPSON, northwest cor-DET—Store and Dwelling.

CATHARINE i treet, No. 630—Brick Dwelling.
CATHARINE Street, No. 648—Brick Dwelling.
CATHARINE Street, No. 646—Brick Dwelling.
CATHARINE Street, No. 646—Brick Dwelling.
GUDEY Street Nos. 803, 804, and 806—Tares
three sory Brick Dwellings. In the rear of the above.
TENTH Street, No. 619, corner of Rodman—Store
and Dwelling. SEVENTH (north) Street, No. 956-Three-story

Brick Dwelling.
TWANTIETH (south), No. 21—Brick Dwelling.
TWELFTH (north), No. 613—Brick Dwelling and CHERRY Street No. 1016—Brick Dwelling. Ground Rents, 3 of \$60 each. Sabares Camden and Atlantic Railroad Company

Sebares Camden and Atlantic Railroad Company
(common).

100 shares Back Mountain Coal Company.
20 shares Retiance Insurance Company.
5 stares Western National Bank.
1 share Phindelphia an Southern Mail Steamship.
9 shares National Bank of North America.
200 shares Mechanics National Bank.
16 shares Mechanics National Bank.
16 shares Erackim Los Tutte.
30 shares Empire Transportation Company.
40 shares Contral Train portation Co.
200 shares Union Railroad and Transportation Co.
21 share Academy of Music, with ticke'.
2 shares Delaware Division Canal Co.
200 shares Philadelphia and Carrepano Sulphur
Mining Co., par \$10.
21 22

SECOND SALE OF ELEGANT CABINET FUR-

SECOND SALE OF ELEGANT CABINET FURNITURE

TO CLOSE A PASTNERSHIP ACCOUNT.
On Fridas Morning,
March 19, at to o'clock, will be sold atpublic sale, in
our large second-story warerooms, without reserve,
by catalogue, a large and extensive assortment of
elegant cabinet furniture, including resewed, walbut, and ebony tarior, chamber, and dising-room
furniture, finished in the latest at le coverings and
marbles, all made by the ce chrated manufacurers,
George J. Hencels, Lacy & Uo., and comprising a
chole selection, warranted in every respect well
worthy the attention of persons turnining. 3 12 24

BUNTING, DURBOROW & CO., AUCTION EKRS, Nos. 222 and 234 MARKET Street, corner Bank street, Successors to John E. Myers & Ga. SALE OF 2000 CASES BOOTS SHOES, TRAVEL-ING BAGS ETC. On Tuescay Morning. [3 10 5t March 15, at 10 o'clock, on four months' credit.

SPECIAL BALE OF READY-MADE CLOTHING,
SHIRTS, PIECE GOODS, ETC.
On Wednesday Morning,
March 17, at 10 o'clock, on four months' credit, including all descriptions of men's and boys' wear.
7-4 black cioths, Italian cloths, canvas, travelling
shirts, corsets, etc.
3 15 2:

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOOD 4.

On Thursday M. rulug.

March 18, at levelock, on four months' credit, [31285]

TABLE DAMASES,

Included in sale of

Thursday, March 18,

15 cases 8-4 9-4 and 10-4 white brown table damasks of superior manuscrure, to be sold in entire nackages to close a consignment.

315.31

LARGE SALE OF CARPETINGS, OIL-CLOTHS,
CANTON MATTINGS, ETC,
On Friday morning
March 19, at 11 o'clock on four months' credit, moons
20t pi-ces of lograin, Venetian, list, bomp, coltage,
at d rag carpetings, floor oil-cloths, mattings, etc.

MARTIN BROTHERS, AUCTIONEERS.—
No. 529 CHASNUT St., rear entrance from Minor;

No. 529 CHASNUT St., rear entrance from Minory

Large Sale No. 529 Chesnet street.

HANDSOME WALNUT HOUSER J.D FURNITURE, FRENCH PLATE MIRRORS HANDFOME ENGLISH BRUSSELS AND IMPERIAL & CARPETS, ETU.

On Wednesday Morning,

March 17, at 10 o'clock, at the auction rooms, by catalogue, a large assoriment of very superior furniture, in luding—Handsome walnut parior, ib ary, and dibing-room furniture; 6 suits handsome walnut common furniture; suits handsome walnut buffet since boards, plano-forte; bookcases, fine French plate mirrors, fine china and glas ware, leather beds, fine spring and hair mattrenses chande, ieather beds, fine spring and hair mattrenses chande, ieather beds fine spring and hair mattrenses chande x tension tables, oak dining-room coairs, handsome big lish Brussels, imperial, and other carpets; fancy mantel vases, stoves, etc.

Also, an invoice fine shades.

[3152]

Sale at No. 1837 N. Thirteenth Street.

ELFGANTOLLED WALNUT PAR LOR, L. IBRARY, CHAMBER, AND DINING-PROOM FURNITURE.

ELFGANT BTAGERE, HANDSOME ENGLISH BRUCKELS, INGRAIN, AND OTHER CARPETS, ETC. ETC.

On Thurrday Morning.

March 18 at 10 O'clo k, at No. 1837 North Thirteenth street, by Catalogue, the endre furniture, incurred with fine green plush, handsome stagersand cettre table to match, sulf, wainut and rep library furniture, 2 e., and walnut chamber suits, superior wainut buffet sideboard, mayble top and mirror, extension table handsome English Brussels parlor and stair carpets, five turrain and other carpets, handsome wainut hat stand, fine evases.

The furniture was made to order and is equal to new.

May be examined on morning of sale. May be examined on morning of sale. [3,107L

BY LIPPINCOTT, SON & CO., AUG.

On Wednesday Morning.

March 17 on four morths' credit.

LARGE POSITIVE BALE UF 800 LOTS OF FOREIGN AND DOMESVIC DRY GOODS.

WHITE GOODS. LINEN GOODS, ERG.

OB THUREN GOODS, ETC.

OB THUREN MORNING.

March 18, on four months' or dit.

By order of Messers. ACKERS AN & CO., N. Y.

LARGE AND IMPORTANT SALE OF 1000 LOTS

OF FRENCH, ENGLISH, AND GERMAN DRESS AND MANTILLA TRIMMINGS AND DRESS BUTTONS, FANCY GOODS ETC. Also, — Cases of Farl Buttons—being this season's entire importations.

Particulars hereafter. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 111
CHESNOT Street; rear contrance No. 1107 Samon mil

BALE OF SUPERIOR SHEFFIELD PLATED WARE, BOHE WIN GLASS VASES, PEARL AND IVORY HANDLE CUTLERY, ETC. On Tuesday, Morning, at 10 o'clock,

On Tuesday Evening, at 714 o'clock,

At the auction store, No. 1110 Obes not sireet, will be sold, a large assortment of the above elegant single elegant of the plated ware, direct from the manufacturers.

A so, a Inii assortment of pearl and avory handle table cutlery. A so Bohemian glass vases in great variety. The goods are now open for examination. 3 15 24 OLARK & EVANS, AUCTIONEERS, NO. 630

Will sell THIS DAY, Morning and Evening, A large invoice of Blankett, Bed Spreads, Dry Goots, Cloths, Cassimeres, Hostery, Stationery, Table and Pocket Unitery, Notions, etc.
City and country merchants will and bargains.
Terms cash.

Goods packed free of charge C. D. McCLEES & CO., AUCTIONEERS, No.

SALE OF 1000 CASES BOOTS, SHOES, BROGANS, E. C.
On Thursday Morning.

March 18, at 10 o'clock. At o, a large astortment of ladies', misses' and children's city-made goods, 3 is at Boots, misses' and children's city-made goods, 3 is at Boots, misses' and children's city-made goods, 3 is at Boots, misses' and children's city-made goods, 3 is at Boots, misses' and children's city-made goods, 3 is at Boots, misses' and children's city-made goods, 3 is at Boots, misses, misses,

K EENAN, SON & CO., AUCTIONERES, No. 112 N. FRONT Street.

DR. KINKELIN, AFTER A RESIDENCE corner of Third and Union streets, has lately removed to Senth ELEVENTH Street, between MAE, KET and CHESNUT.

His superiority in the prompt and perfect-ourse of all recent, chronic, local, and constitutional affections of a special mature, is proverbial.

Diseases of the tkin, appearing in a hundred different forms, totally cradicated; mental and physical weakness, and all nervens debilities eccentrically and successfully treated. Office hours from \$ A. M to \$ P. M.

PHILOSOPHY OF MARRIAGE.—
New York Mussum of Austomy, embracing the stujects:—How to Live and What to Live for; Youth, Maturity, and 601 Age; Manbood Generally Reviewed; The Cause of Indigestion; Fistulence and Rervons Diseases Accounted For; Marriage Philosophically Concidered, etc. etc. Pocket volumes containing these Lectures will be forwarded, post-paid, on receipt of 25 cents, by addressing W. A. LEARY, JR., B. E. corner of FIFTH and WALNUT Streets, Philosophicals,